

College Area Community Plan Update

Mobility Vision

College Area CPU Committee Meeting – Zoom Meeting – April 28, 2021 | 5:30pm to 7:00pm





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Draft College Area CPU Spring Schedule

2021
APR
28

Meeting Topic

Mobility 101 / Mobility
Vision

Committee Role

Feedback on Mobility
Vision

2021
MAY
13

PLANNING COMMISSION

Community Plan Update
Workshop

Committee Role

OPTIONAL
Attend Planning
Commission meeting and
give input / feedback

2021
MAY
26

Meeting Topic

Urban Design Issues &
Opportunities

Public Realm & Green
Streets Concepts

Committee Role

Feedback on Public Realm
& Green Streets Concepts

Draft College Area CPU Summer Schedule

2021
JUN
23

Meeting Topic

Market Assessment

Committee Role

Info Session and Feedback
on Market Assessment

2021
JUN
30

Meeting Topic

Building Typology
& Urban Form
Concepts

Committee Role

Feedback on Public Realm
& Green Streets Concepts

2021
JUL
28

Meeting Topic

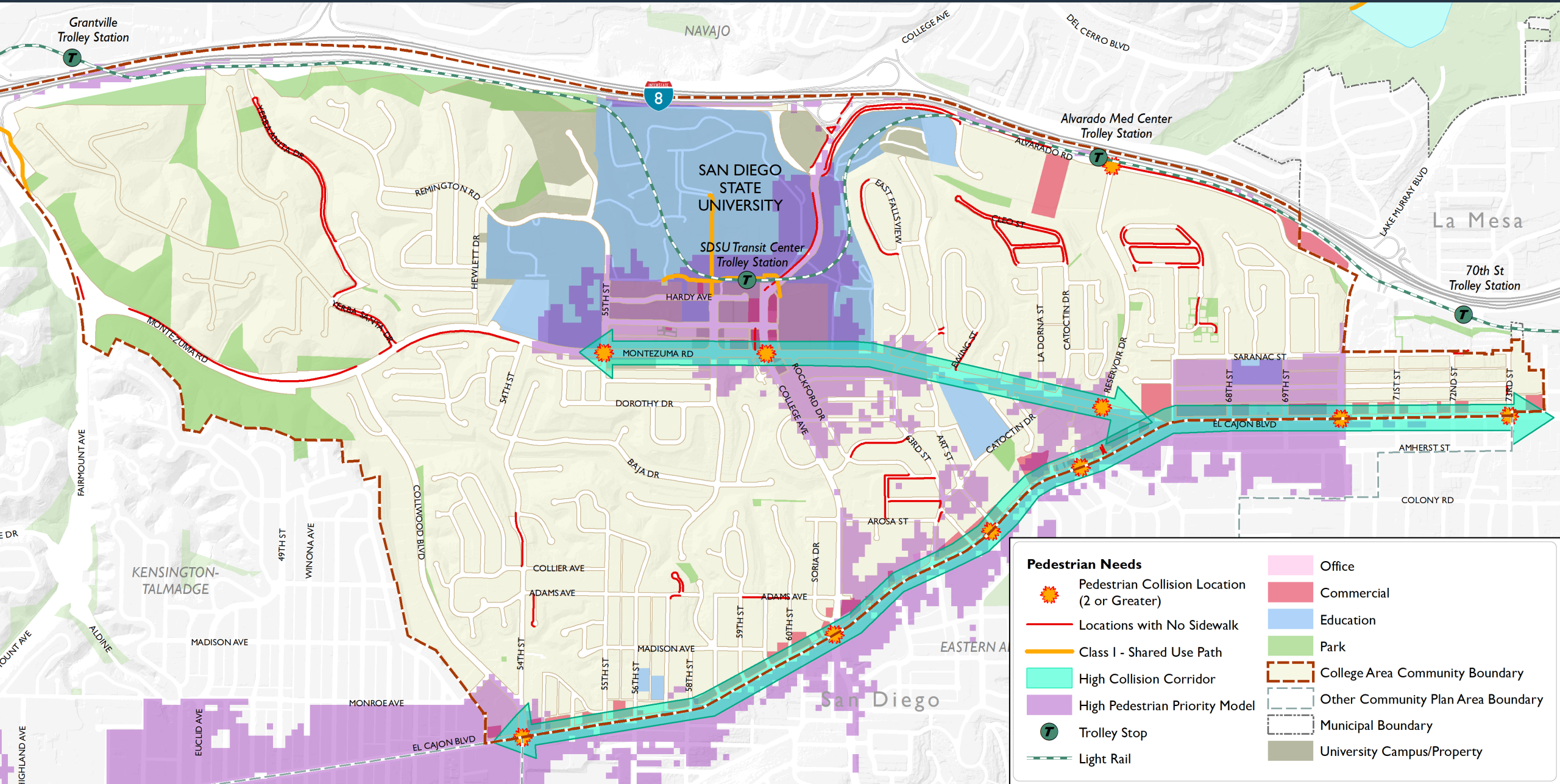
Park Concepts

Committee Role

Feedback on Park
Concepts

1. Recap: Mobility Needs
2. Recap: Mobility Planning Approach
3. Recap: Vision and Guiding Principles
4. Modal Priorities
5. Potential Network Recommendations
6. Next Steps

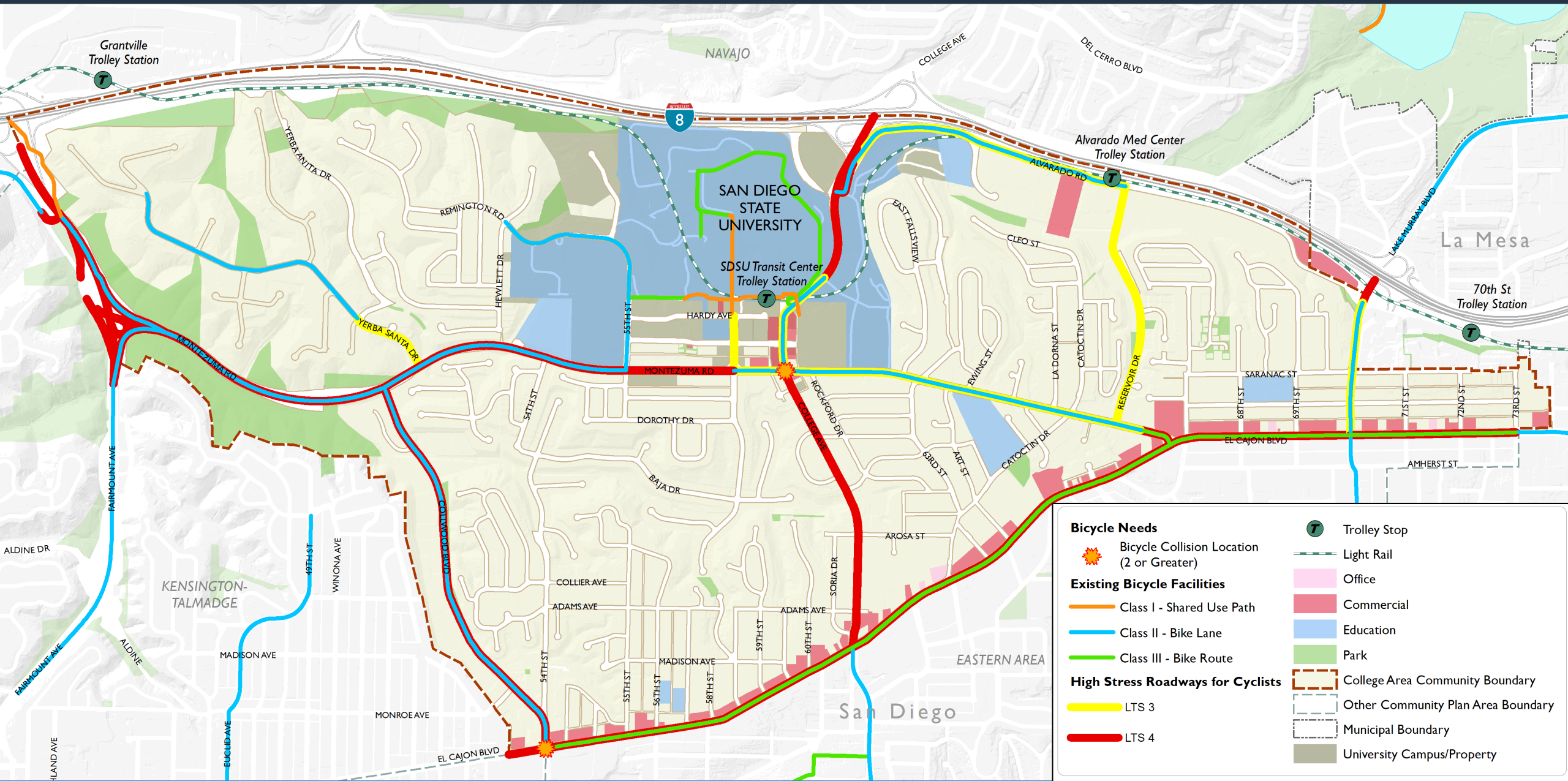
Mobility Needs - Pedestrian

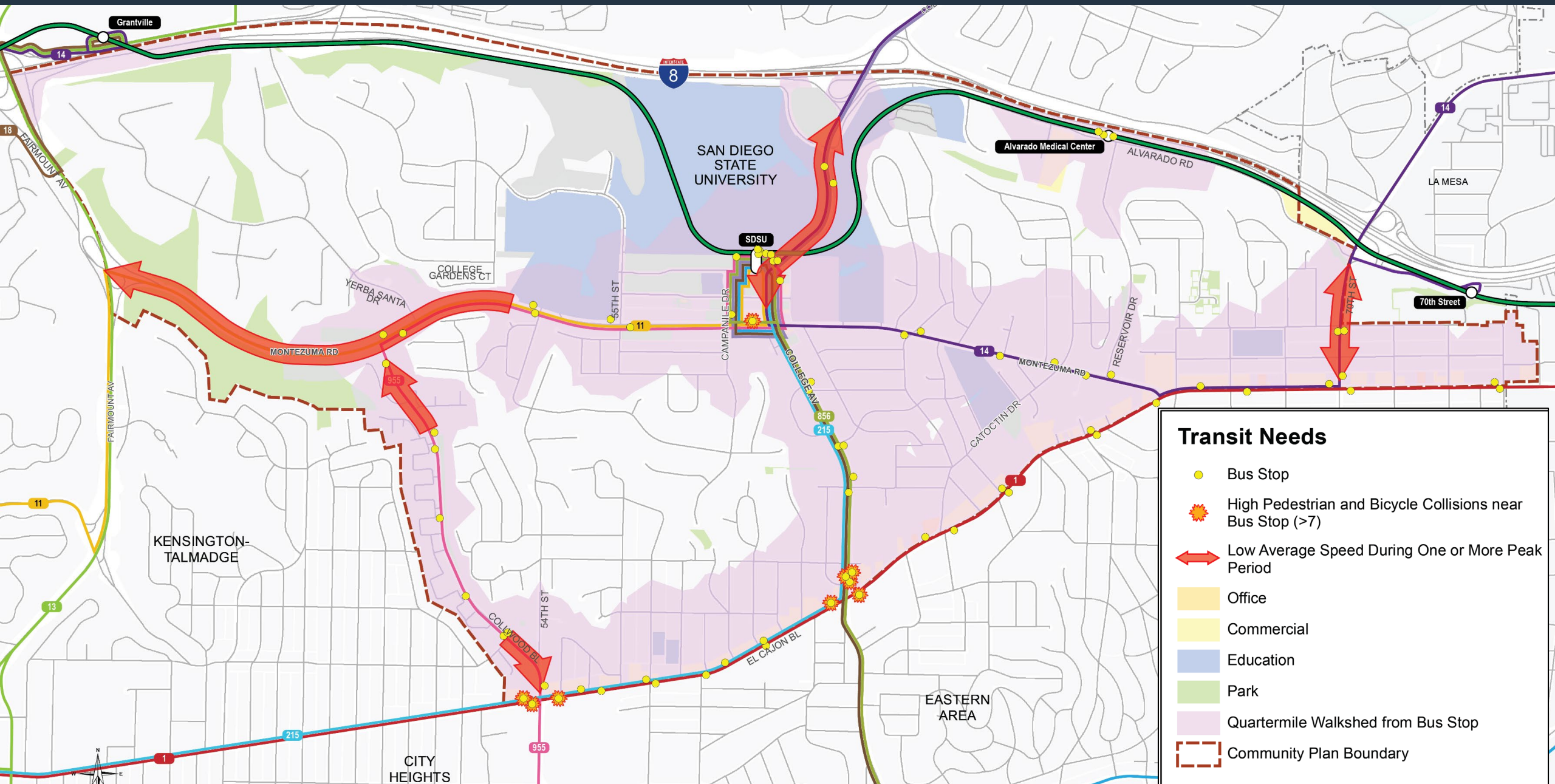


Pedestrian Needs

- Pedestrian Collision Location (2 or Greater)
- Locations with No Sidewalk
- Class I - Shared Use Path
- High Collision Corridor
- High Pedestrian Priority Model
- Trolley Stop
- Light Rail

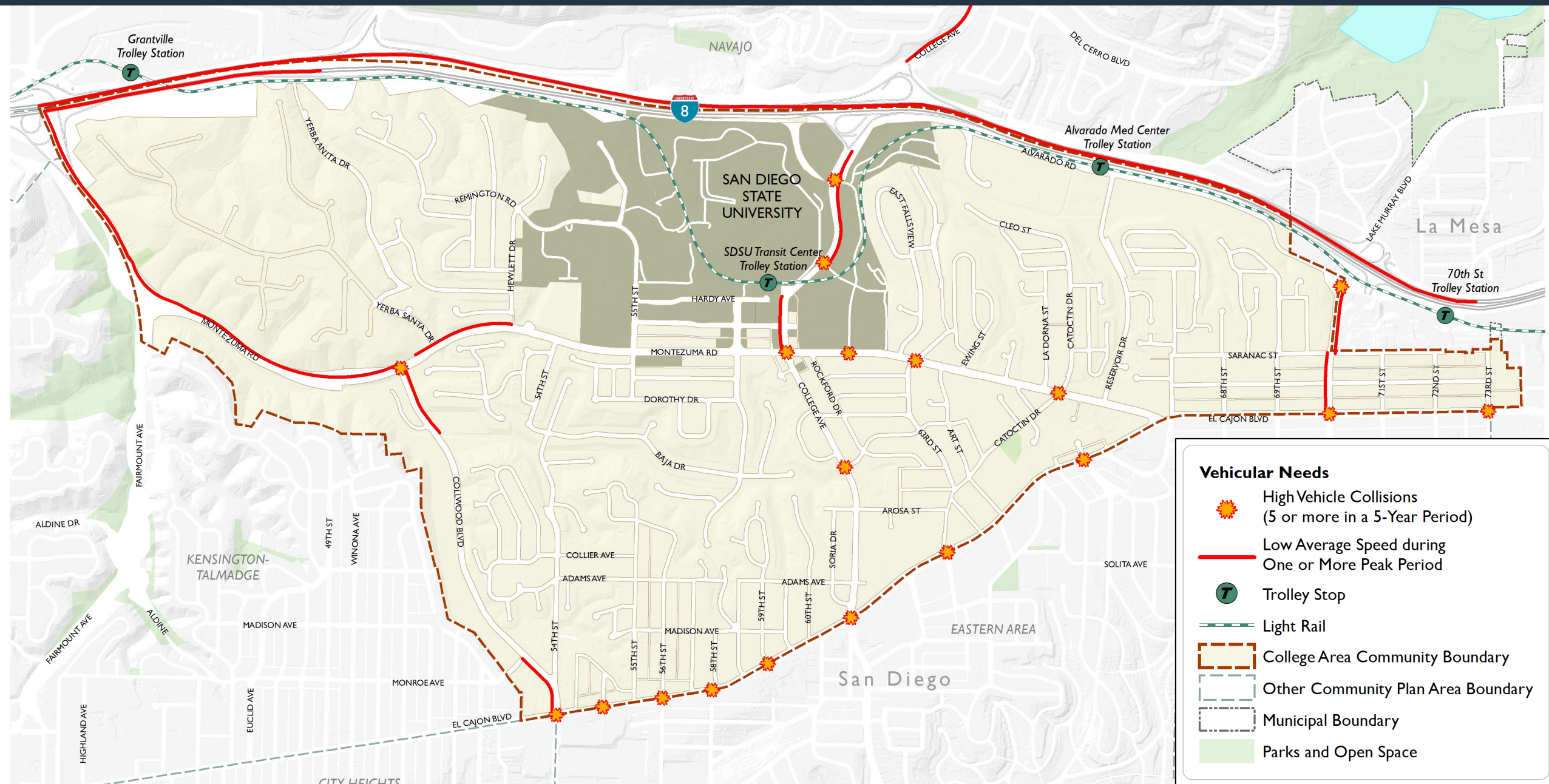
- Office
- Commercial
- Education
- Park
- College Area Community Boundary
- Other Community Plan Area Boundary
- Municipal Boundary
- University Campus/Property





Transit Needs

- Bus Stop
- ★ High Pedestrian and Bicycle Collisions near Bus Stop (>7)
- ↔ Low Average Speed During One or More Peak Period
- Office
- Commercial
- Education
- Park
- Quatermile Walkshed from Bus Stop
- Community Plan Boundary



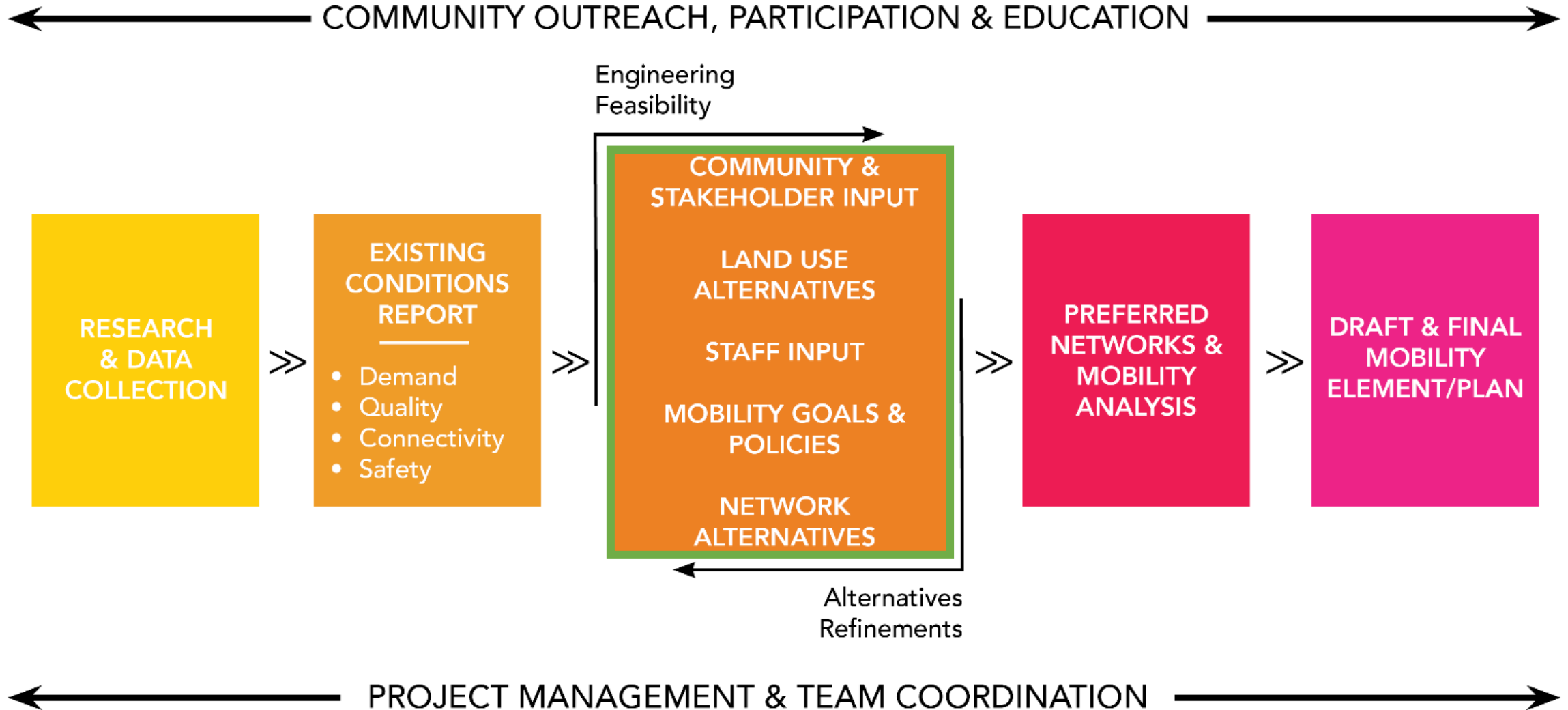
Vision Statement

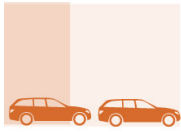
The community plan envisions a college village with ***vibrant mixed-use corridors and nodes that connect to neighborhoods and the university***, and that enhance the community.

Guiding Principles

- ***Ensure safe, accessible, and efficient travel for all modes of transportation, which favors transit, bicycles, and pedestrians.***
- ***Enhance pedestrian paths and bicycle infrastructure*** with street trees to promote air quality, health, recreation, and connectivity between neighborhoods, parks, schools, businesses, and the university.







PRIVATE MOTOR VEHICLES
600–1,600/HR



MIXED TRAFFIC WITH FREQUENT BUSES
1,000–2,800/HR



TWO-WAY PROTECTED BIKEWAY
7,500/HR



DEDICATED TRANSIT LANES
4,000–8,000/HR

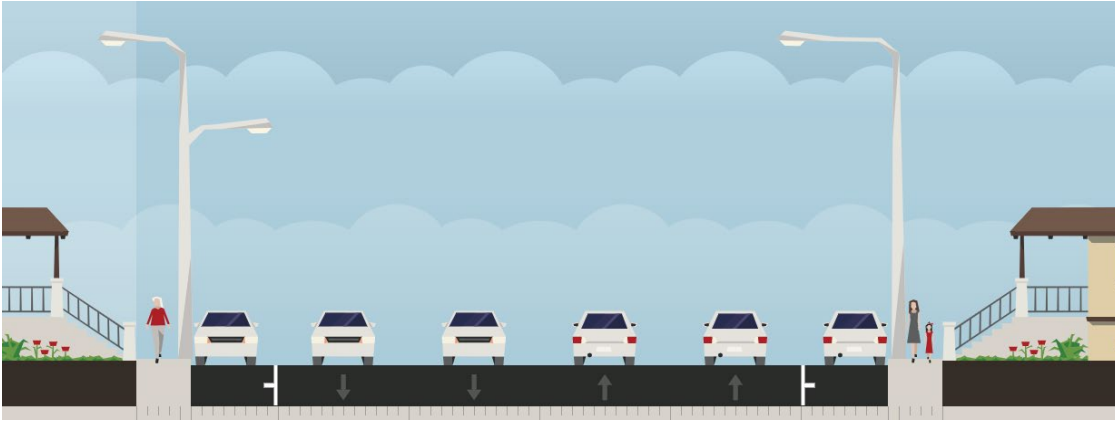


SIDEWALK
9,000/HR



ON-STREET TRANSITWAY, BUS OR RAIL
10,000–25,000/HR

College Avenue (Existing)



Existing (64-ft Roadway Width)

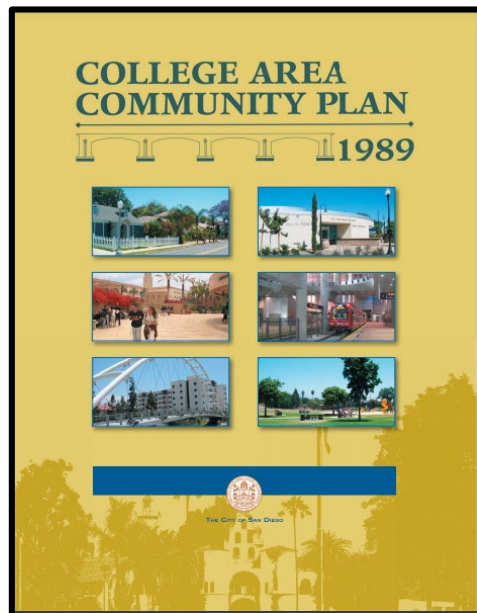
- Four Travel Lanes
- Parking
- Sidewalk

College Avenue (If Everything Fit)



"If Everything Fit" (52' wider than existing roadway width)

- Dedicated Transit Lanes
- Bicycle Facility
- Maintain Travel Lanes
- Maintain Parking
- Landscaped Median
- Shaded Sidewalk



San Diego
Metropolitan
Transit System
Mass transportation system



5 Big Moves

NEXT OS
Enabling technology

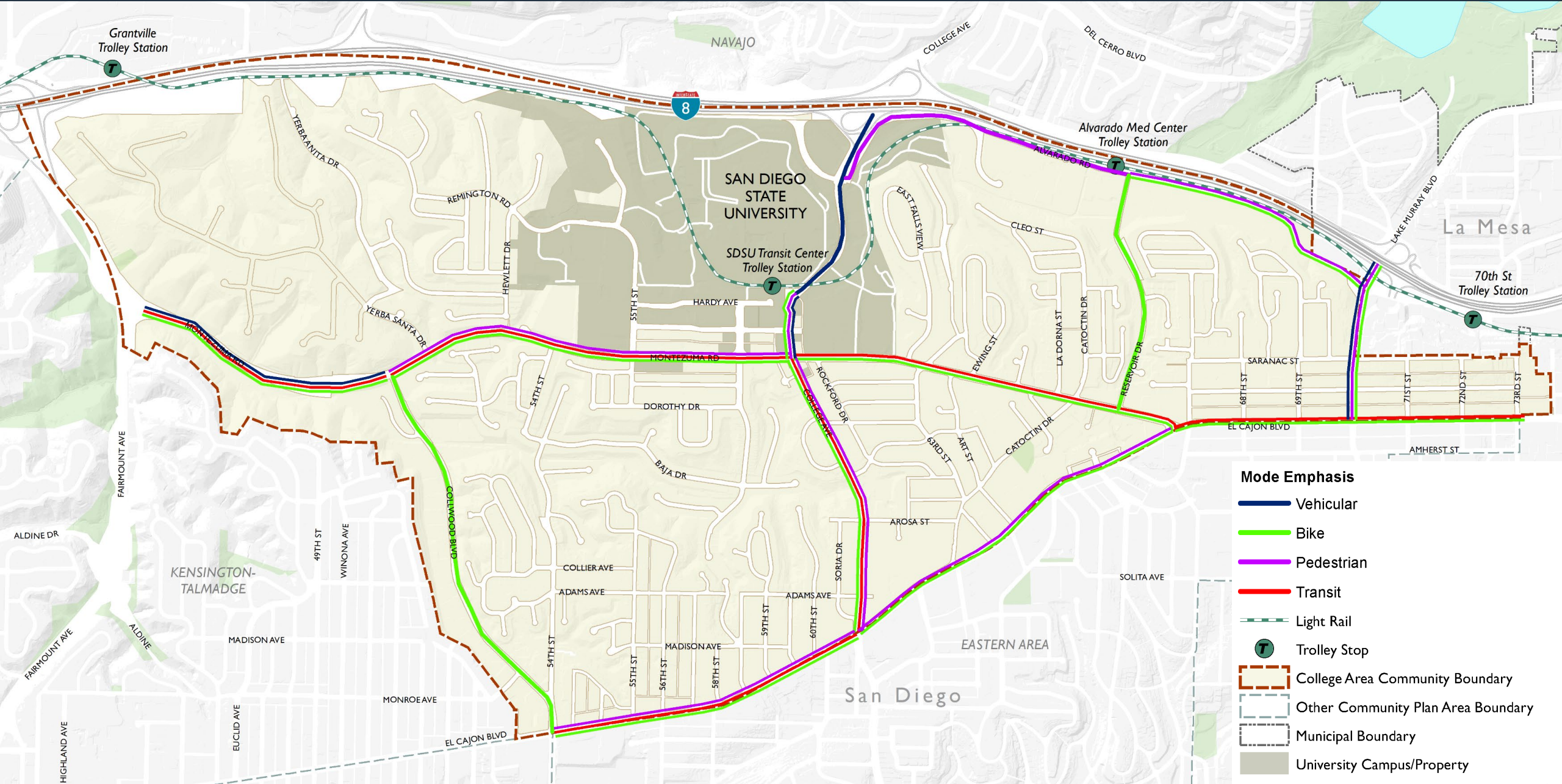
COMPLETE CORRIDORS
Multimodal roads

FLEXIBLE FLEETS
First and last mile options

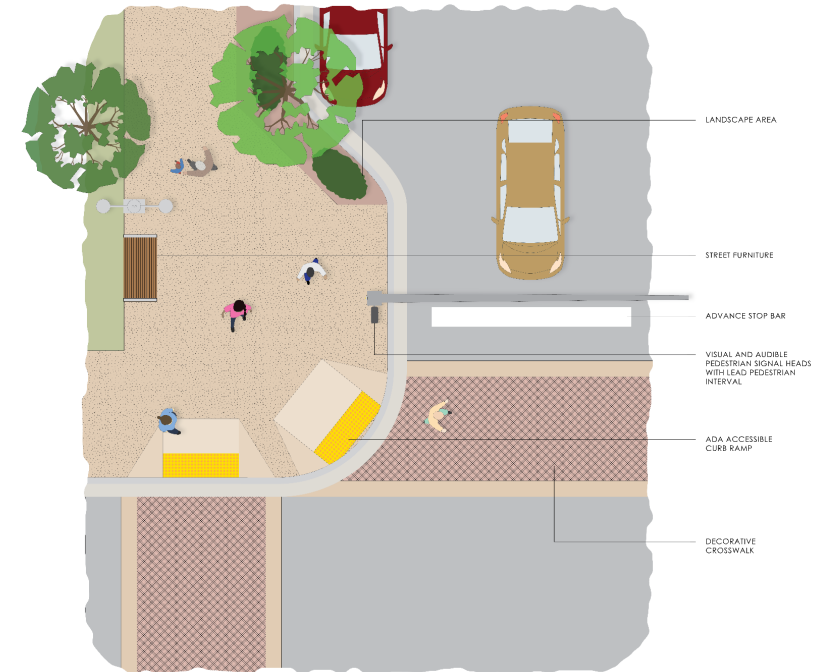
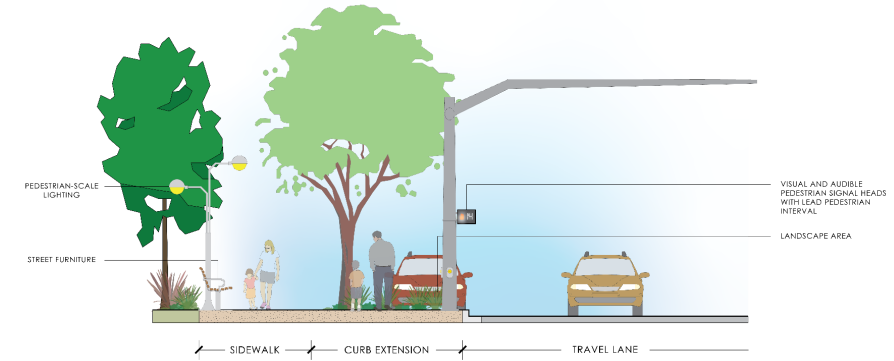
TRANSIT LEAP
Fast and flexible transit

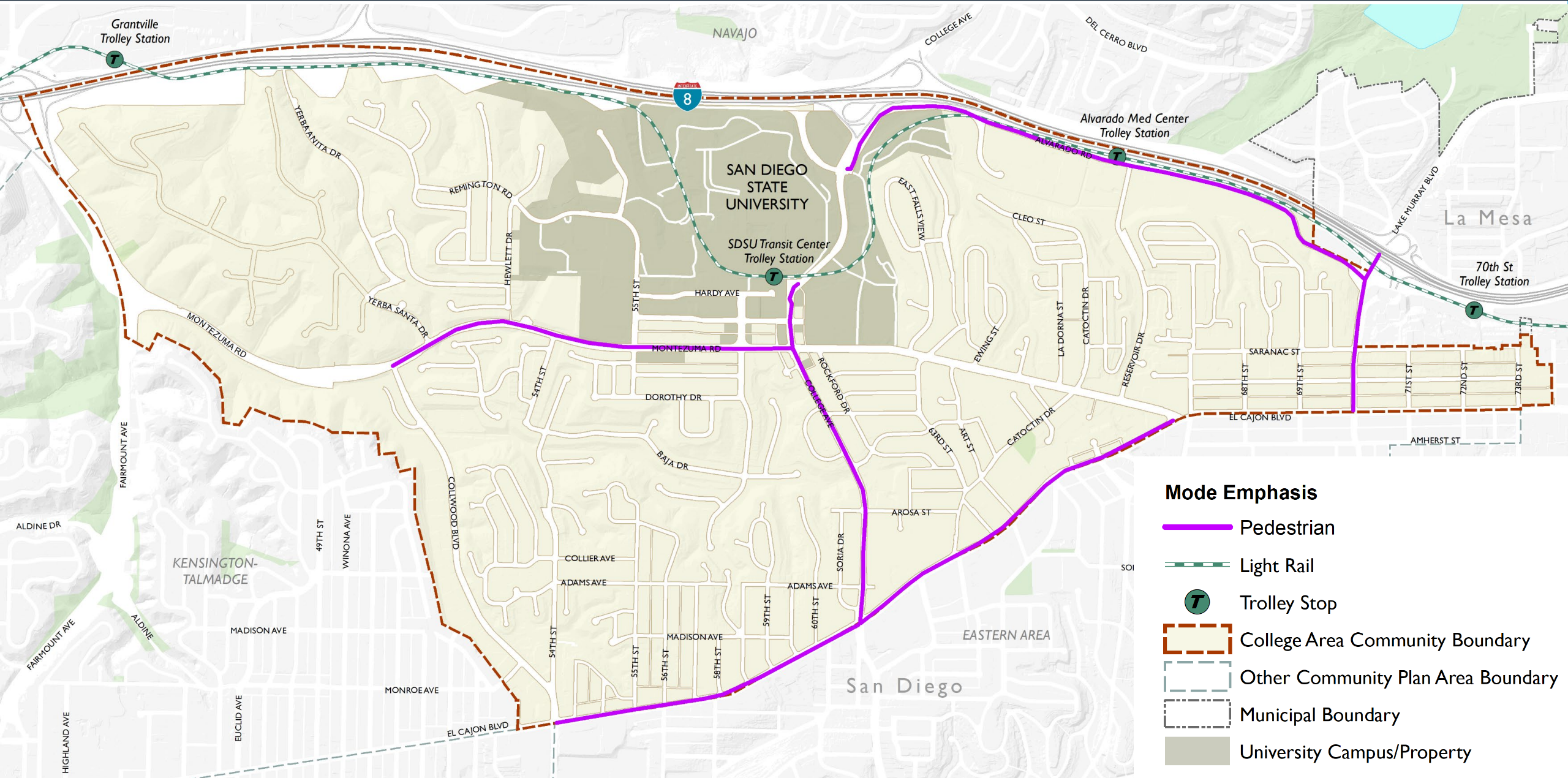
MOBILITY HUBS
Connection points



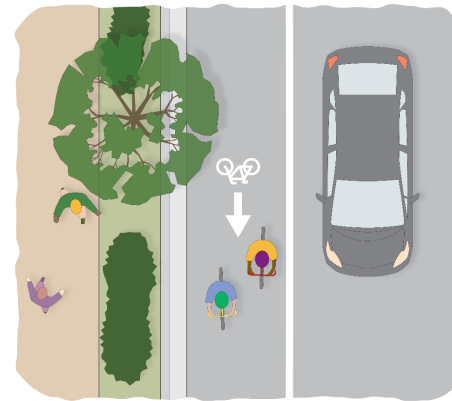
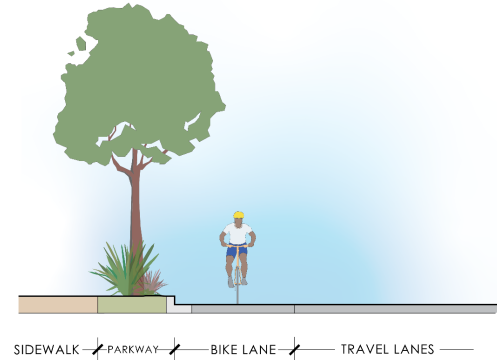
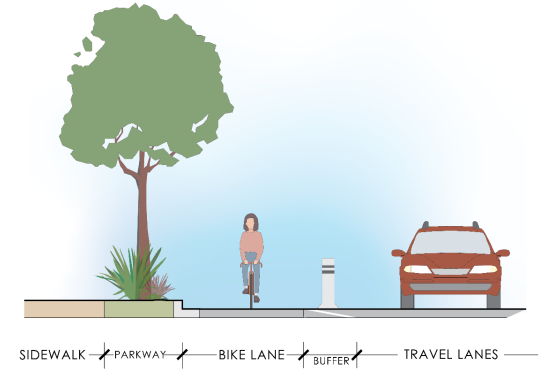


- Provide Continuous Sidewalk
- Shorten Pedestrian Crossing Distance
- Improve Pedestrian Visibility
- Pedestrian Focused Traffic Control
- Pedestrian Scale Lighting
- Pedestrian Activity (generators and attractors)



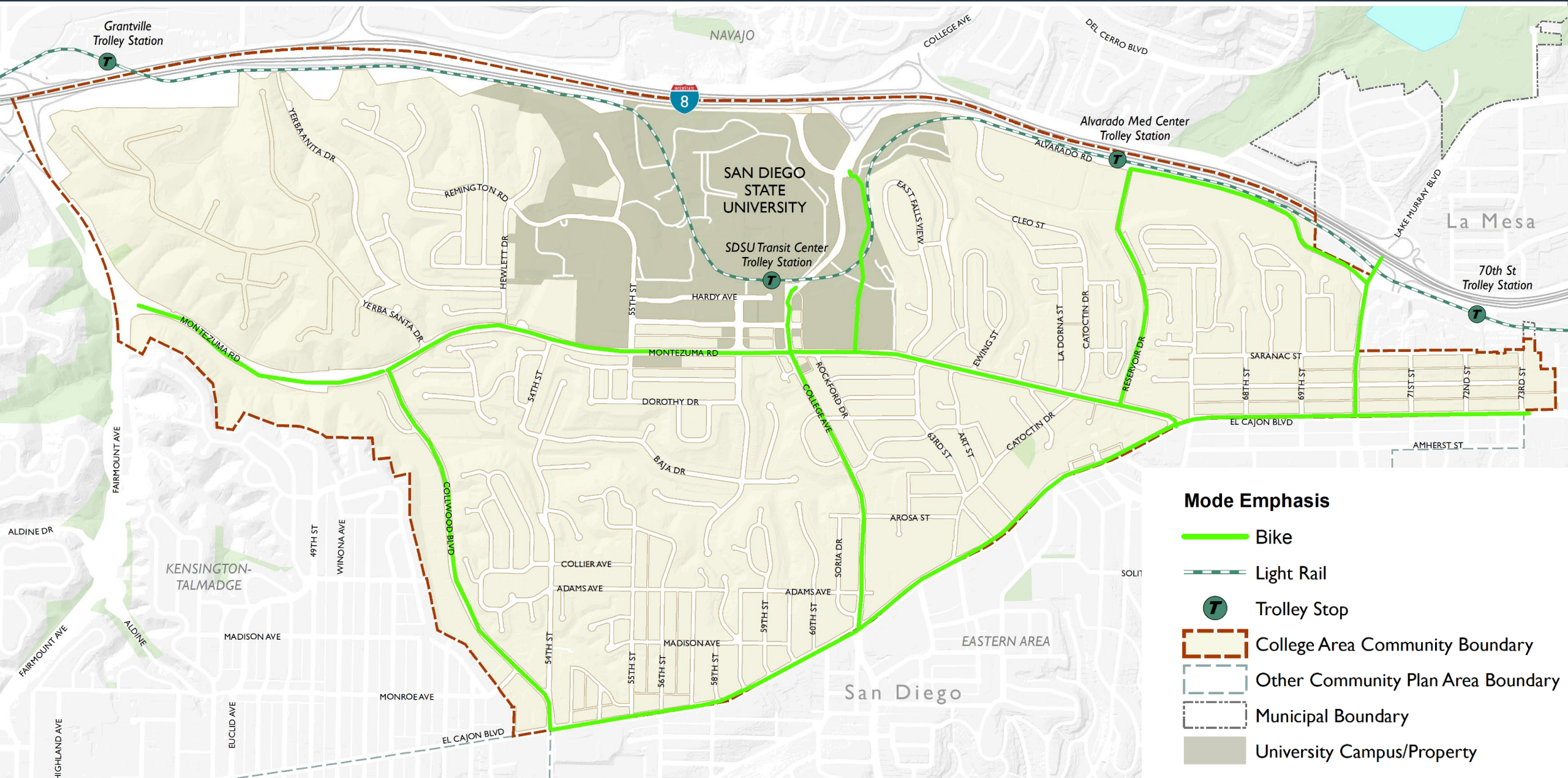


- Leverage Roadways with Additional Capacity
- Improve Access & Connectivity
- Comfortable for all Riders (improve BLTS)
- Improve Safety
- Bicycle Activity (generators and attractors)

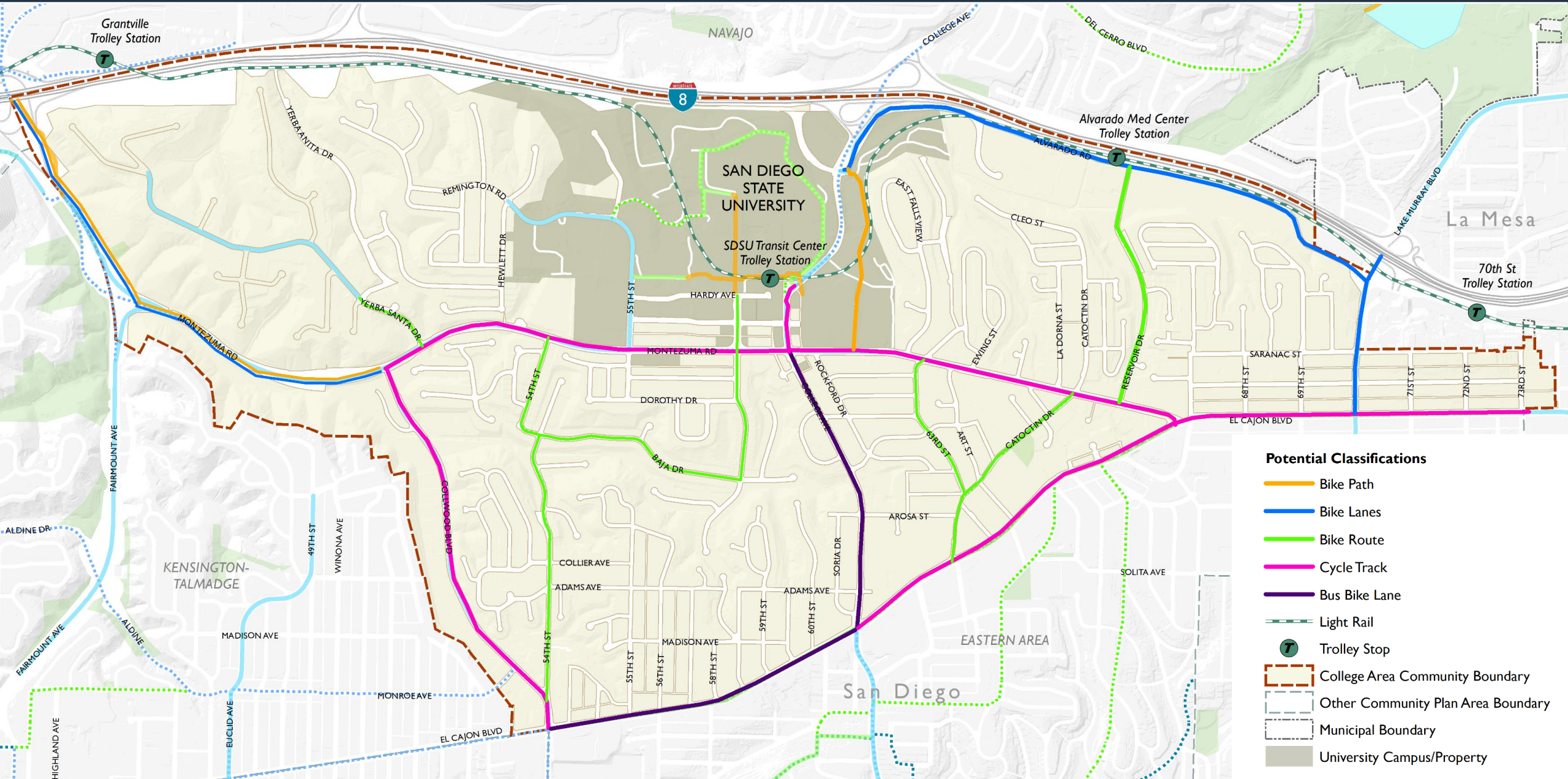
CLASS II BIKE LANE**CLASS IV CYCLE TRACK**



Bicycle Network Priority



Bicycle Network Recommendations

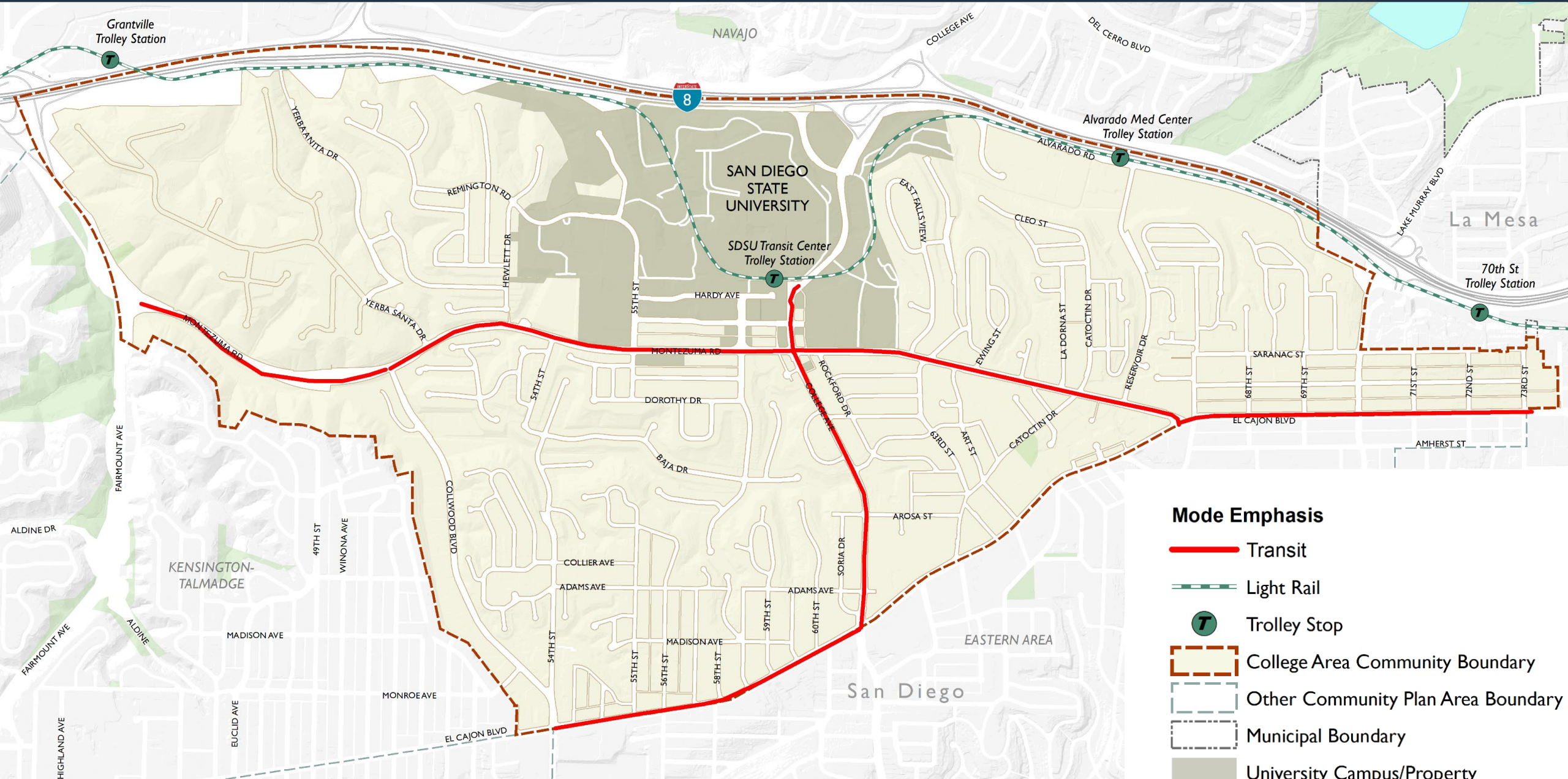


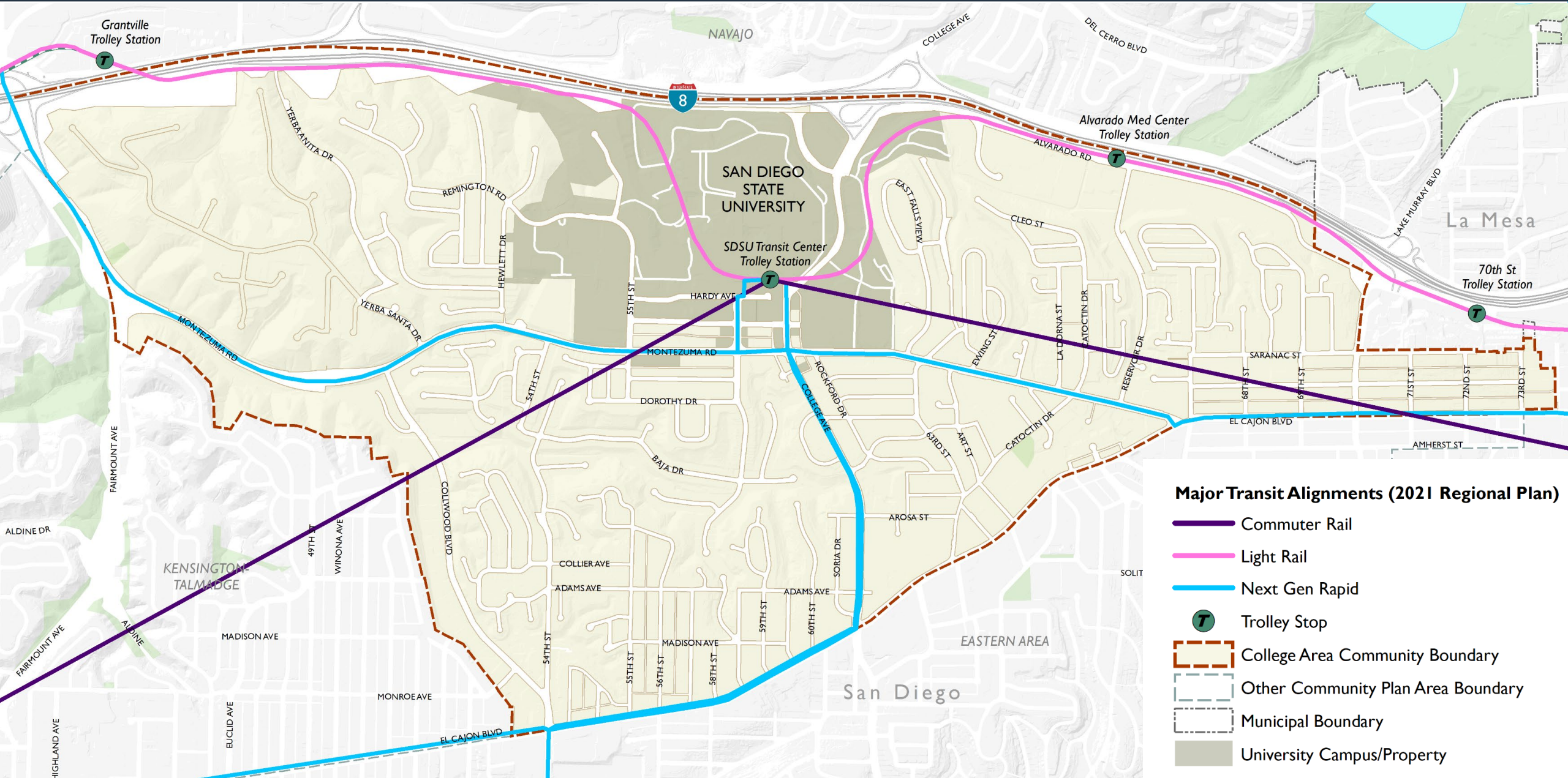


- Close Coordination with SANDAG and MTS
- Improve Access to Transit Stops
 - First/Last Mile Connectivity
 - Safety
- Transit Priority Treatments
- Transit Stop Amenities
- Potential Mobility Hubs



Transit Network Priority

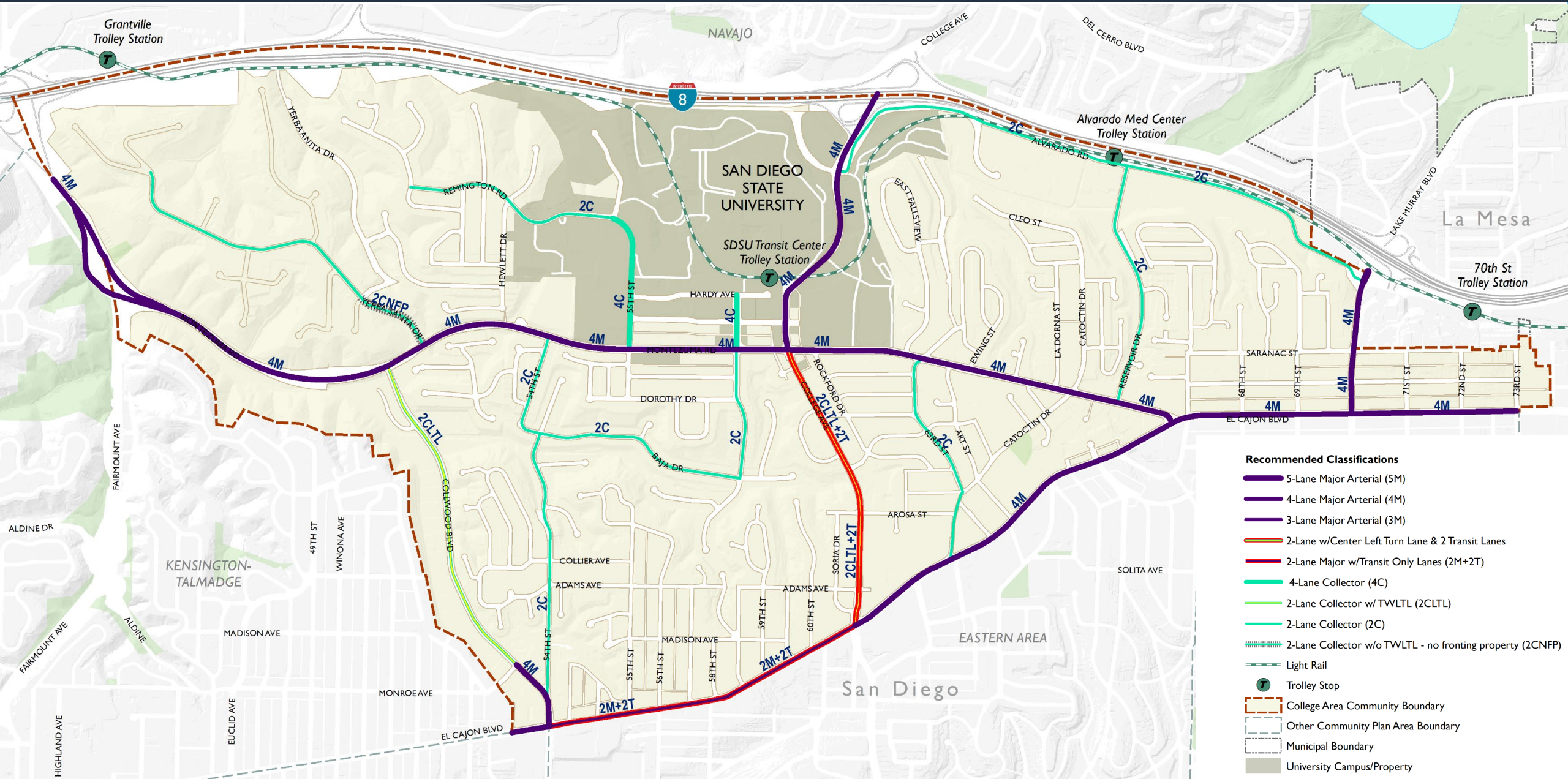


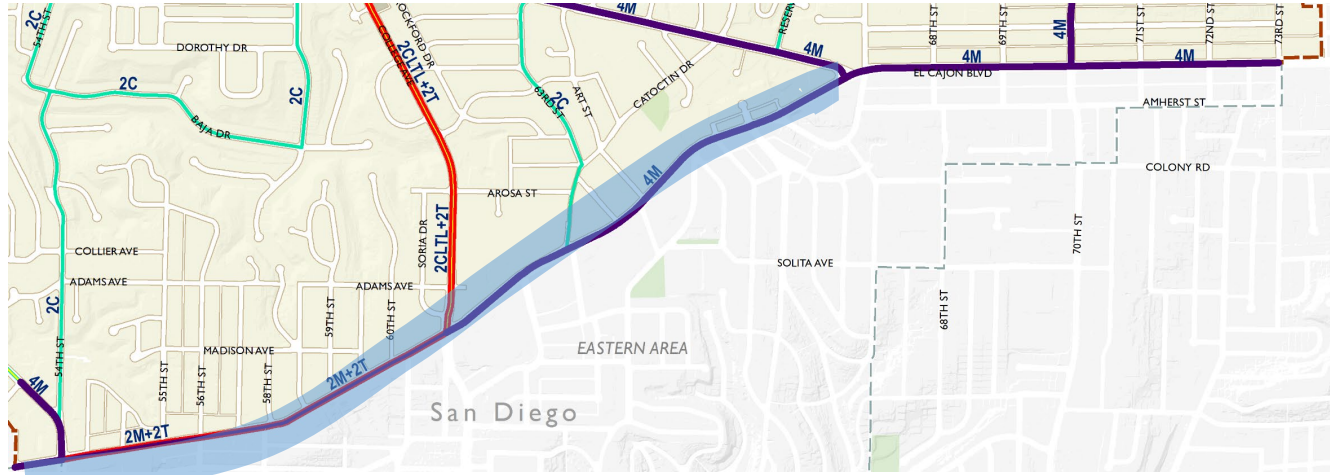


- Right-Sizing Complete Streets
- Enhance Signal Coordination
- Traffic Calming
- Improve Safety



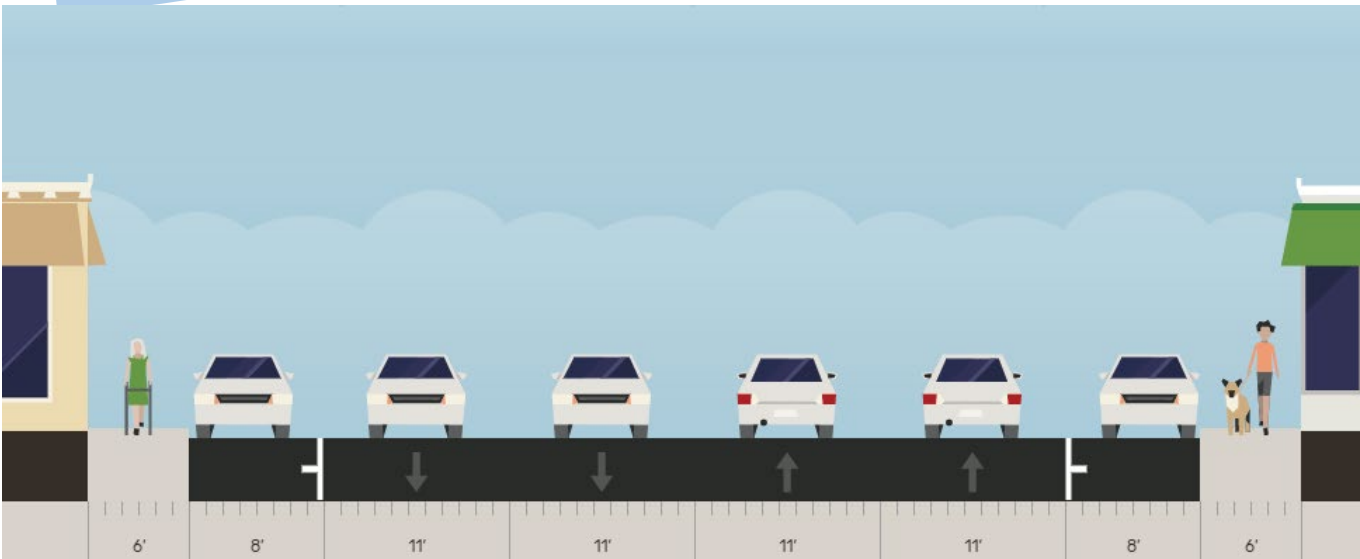
Vehicular Network Recommendations



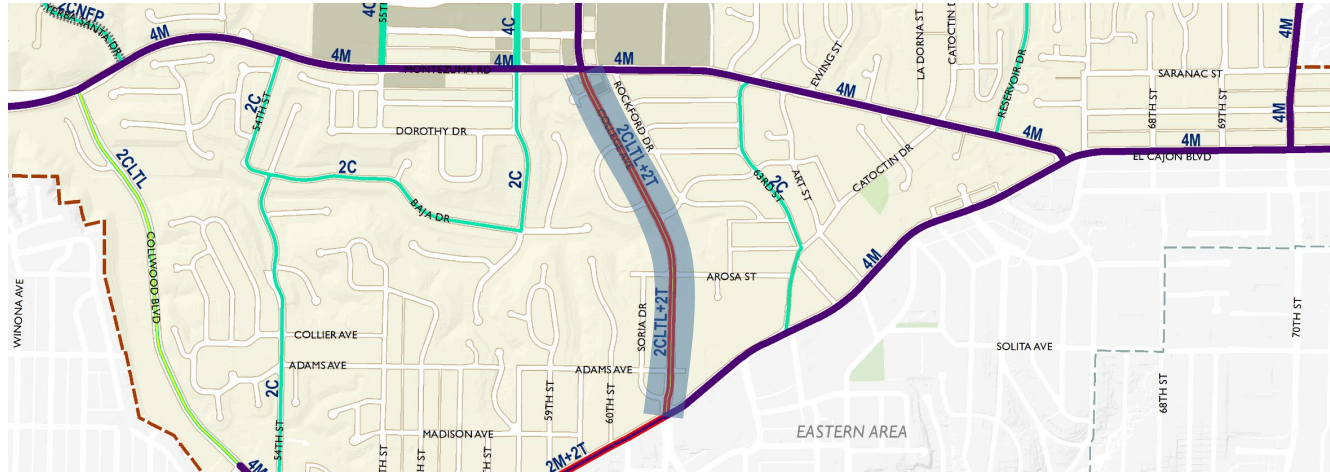


In order to accommodate transit and bikes along El Cajon Blvd, removal of on-street parking and/or repurposing of travel lanes may be required. Please rate your level of support:

1. Strongly Support
2. Support
3. Neutral
4. Oppose
5. Strongly Oppose

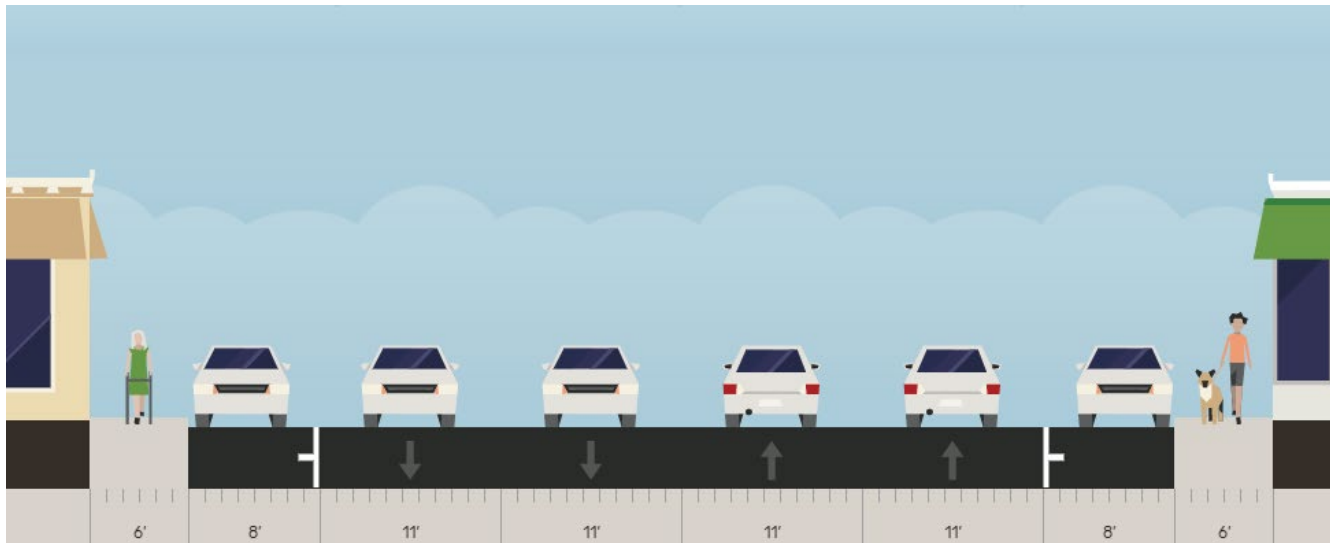


El Cajon Blvd - Existing Cross Section



In order to accommodate transit and bikes along College Ave, removal of on-street parking and/or repurposing of travel lanes may be required. Please rate your level of support:

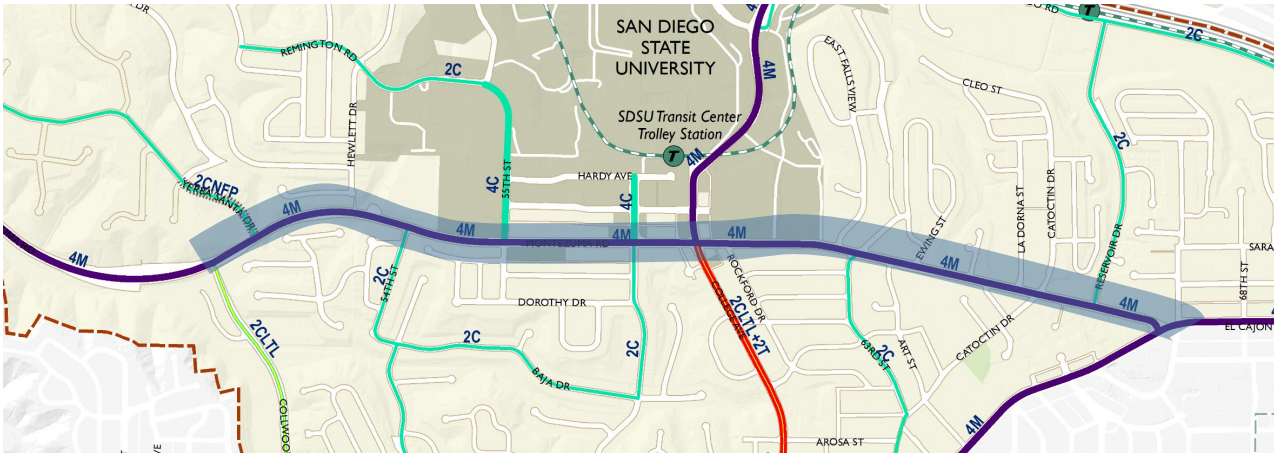
1. Strongly Support
2. Support
3. Neutral
4. Oppose
5. Strongly Oppose



College Ave - Existing Cross Section

In order to accommodate transit and bikes along Montezuma Rd, removal of on-street parking and/or repurposing of travel lanes may be required. Please rate your level of support:

1. Strongly Support
2. Support
3. Neutral
4. Oppose
5. Strongly Oppose



Montezuma Rd - Existing Cross Section

Discussion + Questions

